

File No. 636

(Reprint of File No. 237)

Substitute House Bill No. 5599
As Amended by House Amendment
Schedule "A"

Approved by the Legislative Commissioner
April 29, 1998

AN ACT CONCERNING THE SOUTHWEST CORRIDOR.

Be it enacted by the Senate and House of
Representatives in General Assembly convened:

1 Section 1. (a) The Commissioner of
2 Transportation shall establish a comprehensive
3 intermodal and interregional transportation plan
4 for the southwest corridor of Connecticut from
5 Greenwich to Branford to be known as the Southwest
6 Corridor Implementation Plan. Said plan shall be
7 based on the Department of Transportation's
8 recommendations contained in the February 1998
9 Southwest Corridor Study Update, and the
10 recommendations of the Coastal Corridor Coalition,
11 the Southwestern Region Metropolitan Planning
12 Organization and the Greater Bridgeport Regional
13 Planning Agency.

14 (b) The Southwest Corridor Implementation Plan
15 shall reduce highway commuter demand during peak
16 periods from 1997 base levels by five per cent
17 within five years as recommended by special act
18 97-13.

19 Sec. 2. (NEW) (a) There is created a Southwest
20 Corridor Action Council which shall advise the
21 Commissioner of Transportation on issues
22 pertaining to the Southwest Corridor

23 Implementation Plan established pursuant to
24 section 1 of this act.

25 (b) The council shall consist of nineteen
26 members as follows: (1) The Commissioner of
27 Transportation, or his designee; (2) the
28 chairpersons and ranking members of the joint
29 standing committee of the General Assembly having
30 cognizance of matters relating to transportation,
31 or their designees; (3) two members appointed by
32 the Governor, one of whom shall be a
33 representative of a regional planning agency and
34 one of whom shall be a member of the public; (4)
35 two members appointed by the president pro tempore
36 of the Senate, one of whom shall be a chief
37 elected official of a municipality in the
38 southwest region of the state and one of whom
39 shall be a representative of the motor transport
40 industry; (5) two members appointed by the
41 majority leader of the Senate; one of whom shall
42 be a chief elected official of a municipality in
43 the southwest region of the state and one of whom
44 shall be a representative of business and industry
45 in the southwest region of the state; (6) two
46 members appointed by the speaker of the House of
47 Representatives, one of whom shall be a
48 representative of business and industry in the
49 southwest region of the state and one of whom
50 shall be a representative of a southwestern
51 Connecticut regional planning agency; (7) two
52 members appointed by the majority leader of the
53 House of Representatives, one of whom shall be a
54 representative of business and industry in the
55 southwest region of the state and one of whom
56 shall be a representative of an environmental or
57 civic organization; (8) two members appointed by
58 the minority leader of the Senate, one of whom
59 shall be a representative of an environmental
60 organization in the southwest region of the state
61 and one of whom shall be a representative of the
62 Metro North New Haven Rail Commuter Council,
63 established pursuant to section 13b-212b of the
64 general statutes; and (9) two members appointed by
65 the minority leader of the House of
66 Representatives, one of whom shall be a
67 representative of a council of governments and one
68 of whom shall be a public member.

69 (c) The council shall establish its procedures
70 and shall select a chairman from among its

71 members. The council shall meet quarterly and more
72 often upon the call of the chairman or a majority
73 of its members.

74 (d) On or before October 1, 1998, the
75 Commissioner of Transportation shall prepare and
76 present to the council a five-year schedule for
77 the implementation of said plan. The schedule
78 shall include, but not be limited to, the amount
79 of funding necessary for implementation of said
80 plan. The commissioner shall update the council on
81 the status of such schedule every six months.

82 (e) On or before January 1, 1999, and annually
83 thereafter, the council shall report to the
84 Governor and to the joint standing committee of
85 the General Assembly having cognizance of matters
86 relating to transportation on the progress of the
87 Southwest Corridor Implementation Plan.

* * * * *

"THE FOLLOWING FISCAL IMPACT STATEMENT AND BILL ANALYSIS ARE PREPARED FOR THE BENEFIT OF MEMBERS OF THE GENERAL ASSEMBLY, SOLELY FOR PURPOSES OF INFORMATION, SUMMARIZATION AND EXPLANATION AND DO NOT REPRESENT THE INTENT OF THE GENERAL ASSEMBLY OR EITHER HOUSE THEREOF FOR ANY PURPOSE."

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FISCAL IMPACT STATEMENT - BILL NUMBER SHB 5599

STATE IMPACT Administrative Costs, Workload
Increase, Can Be Absorbed Within
Available Resources, see
explanation below

MUNICIPAL IMPACT None

STATE AGENCY(S) Department of Transportation

EXPLANATION OF ESTIMATES:

Administrative costs and additional workload associated with the establishment of the Southwest Corridor Implementation Plan, the preparation of a corresponding five-year schedule delineating its implementation, and the requirement to update the Southwest Corridor Action Council members on the status of the schedule every six months, can be absorbed within the Department of Transportation's available resources.

Please note that the bill does not assign fiscal responsibility for the duties of the Action Council to any particular state agency.

House "A" which makes one of the senate majority leaders two appointments a representative of the Metro North New Haven Rail Commuter Council instead of a representative of a "commuter organization" has no fiscal impact.

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OLR AMENDED BILL ANALYSIS

sHB 5599 (as amended by House "A")*

AN ACT CONCERNING THE SOUTHWEST CORRIDOR

SUMMARY: This bill requires the transportation commissioner to establish the Southwest Corridor Implementation Plan, a comprehensive intermodal and interregional transportation plan for the corridor from Greenwich to Branford. It also creates a 19-member advisory group, called the Southwest Corridor Action Council, to advise the commissioner on issues pertaining to the plan and report annually to the governor and the Transportation Committee on the plan's progress.

*House Amendment "A" makes one of the Senate minority leader's two appointments a representative of the Metro North New Haven Rail Commuter Council instead of a representative of "a commuter organization."

EFFECTIVE DATE: October 1, 1998

FURTHER EXPLANATION**The Southwest Corridor Implementation Plan**

The Southwest Corridor Implementation Plan must be based on the recommendations in the DOT's February 1998 Southwest Corridor Study Update, and the recommendations made in that document by the Coastal Corridor Coalition, the Southwestern Region Metropolitan Planning Organization, and the Greater Bridgeport Regional Planning Agency. The implementation plan must result in a 5% reduction in highway commuter peak-period demand from 1997 base levels within five years.

The Southwest Corridor Action Council

The action council consists of the transportation commissioner, or his designee; chairmen and ranking members of the Transportation Committee, or their designees; two members appointed by the governor; and two appointees apiece by the Senate president pro tempore, the House speaker, and the House and Senate majority and minority leaders.

The governor's appointees must be a member of the public and a representative of a regional planning agency. The legislative leaders' appointees must represent the following:

Senate President Pro Tempore	A chief elected official of a southwest region municipality and a representative of the motor transport industry
Speaker of the House	A representative of business and industry in the southwest region and a representative of a southwestern Connecticut regional planning agency
Senate Majority Leader	A chief elected official of a southwest region municipality and a representative of business and industry in the southwest region
House Majority Leader	A representative of business and industry in the southwest region and a representative of an environmental or civic organization
Senate Minority Leader	A representative of an environmental organization in the southwest region and a representative of the Metro North New Haven Rail Commuter Council.
House Minority Leader	A member of the public and a representative of a council of governments

The council members must elect their chairman and the

council must meet quarterly and when called by the chairman and a majority of members. The transportation commissioner must prepare a five-year implementation schedule for the plan and present it to the council by October 1, 1998. The schedule must include, at least, an indication of the amount of funding needed for implementation. The commissioner must provide schedule updates every six months. Beginning January 1, 1999, the council must provide annual reports to the governor and Transportation Committee on progress in implementing the plan.

BACKGROUND

The Southwest Corridor Study Update

The DOT issued the Southwest Corridor Study Update in February 1998, pursuant to the requirements of SA 97-13. The plan recommended by DOT includes 10 major elements: (1) an implementation task force; (2) rail station parking management strategies; (3) a comprehensive regional employee parking study; (4) as part of the ongoing statewide local bus system study, an emphasis in the southwest corridor on coordinating service among the eight transit districts, intermodal connectivity between commuter rail and bus systems, and shuttle bus service; (5) rail station parking facilities expansion; (6) strategies to enhance ridesharing services; (7) a commuter choice incentive program; (8) actions to increase part- and full-time telecommuting; (9) pursuit of rail freight service extensions to New Haven; and (10) a corridor truck policy aimed at reducing truck traffic impact during peak travel periods.

The Coastal Corridor Coalition, a group of business, civic, and environmental organizations in New Haven and Fairfield Counties, made its own recommendations to DOT as part of the study process. DOT's plan recommendations include many, but not all, of the coalition's recommendations. Coalition recommendations the DOT did not endorse include reduced transit fares, a universal commuter pass for rail and bus use, toll-based congestion pricing, and implementation of a high-technology advanced public transportation system for coordinating services and disseminating information to travelers.

The South West Region Metropolitan Planning Organization response to the plan update included recommendations drawn from its long-range transportation plan such as (1) reducing travel costs for intrastate rail commuters, (2) expanding rail station parking and providing support transit services between stations and points of origin or destination, (3) implementing Route 1 transit service between Bridgeport and Port Chester, New York, (4) providing express van service along certain corridors, (5) studying reverse commutation and congestion pricing strategies, (6) establishing high-speed intermodal freight service directly along the Northeast Corridor to New York City, and (7) developing a comprehensive multimodal plan for the corridor.

Metro North New Haven Rail Commuter Council

The council is established by law to examine all aspects of New Haven commuter rail line daily operations, monitor its performance, and recommend changes to improve its efficiency and service quality. All council members must be regular users of the New Haven line commuter service and the Shoreline East commuter service.

Legislative History

The House referred the bill to the Government Administration and Elections Committee on April 8 and the committee reported it favorably without changes on April 15. It was then referred to the Legislative Management Committee on April 18 which reported it favorably without changes on April 22.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute
Yea 21 Nay 1

Government Administration and Elections Committee

Joint Favorable Report
Yea 19 Nay 0

Legislative Management Committee

Joint Favorable Report
Yea 22 Nay 1